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> CIA/ORR GB 64-9 March 196

MAVICABILITY OF THE SOME CIANH AND OVERLAND CONNECTIONS WITH HOUTE 12

The Song Gianh is formed at the confluence of the lower reaches of two streams, the Reo May and the Song Troc, as they flow from the mountains across the narrow coastel plain. Both the Reo May and the Song Troc are characterized by silting, shifting channels, shoals, sandbars, numerous islands cownstream, and repids upstream. Mavigation is possible for some distances upstress, but only with local piloting knowledge.

The Song Gianh, where it empties into the Gulf of Tonkin, is fronted by a steep-to ber 1/2 neutical mile in width. Shoels covered by less than 5 feet of water extend out from points on either side of the mouth of the river. The entrance channel is marked by buoys and, according to navigational instructions dated 1957, is deep enough to permit vessels with drafts of 6 feet to cross the bar of half tide. Patrol boats of the North Vietnessese Nevy, which draw 6 feet, are stationed at Quang Khe, a minor port and naval base on the south bank of the river about 7 kilomaters from the mouth. Presumably they have free access, even at low tide, to the harbor eres ecross the bar.

Inside the bar, depths of the Song Gianh increase to 26 to 36 feet. The depth off quang the is given as 56 feet. Nevel patrol boats are known to have been stationed at Badon, a village on the north bank of the Rao May approximately 9 to 10 kilometers upriver from Queng Khe. Safe draft of 8 feet can be had for about 24 kilometers upstream from the mouth of the Song Giard to the village of Tien Lang on the Rao Nay. Beyond Tien Leng there is a safe craft of 4-3/4 feet to Hung Bo, approximately 16 kilometers farther upstream. These depths can easily accommodate cargo-carrying sampans, which, even loaded, normally draw only 2-1/2 to 3-1/4 feet.

Upstream from Hung Bo the Hao May has a safe draft of 2-1/2 feet as far as Nie Net, approximately & kilometers from the coast. An obstacle to some boets is a fixed-span railroad bridge at Tan Minh Phuong, about 69 kilometers from the mouth of the river. The bridge is 424 feet long; no information is available on its vertical clearance. Farther upstream a series of rapids precludes waterborne transportation between the Net and Houte 12.



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The Song Troe is navigable by sampens upstream as far as Phuong Chey, 32 kilometers from its junction with the Rao Ray. The type of vessels that can be accommodated is limited by the mean-water clearance of 7.8 feet under the Cong Ha railroad bridge.

The most feesible transshipment point between the Song Gianh and Route 12 is at Hung Bo on the Rao Ney. An overland route extends from the ferry crossing on the south bank of the river along an all-weather road parallel to a dismantled railroad line toward the northwest for approximately 15 kilometers to the village of Tam Dong Fluong. West of this village the road has a dry-weather surface and follows a circuitous route through the mountains toward its junction with Route 12 near Kom Thanh. The last stretch of 4 to 5 kilometers before the junction with Route 12 is classed as track or trail.

Minor trails connect transchipment points on the Song Troc with the road from Hung Bo to Route 12. The trails are probably not motorable, however, and would entail longer portages than the route described above.

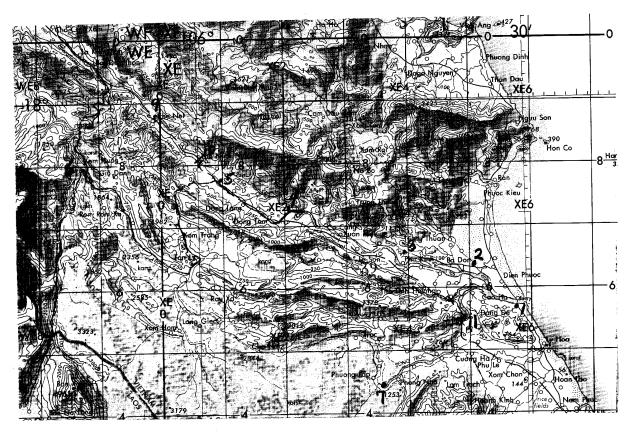
Attachments:

Two manuscript maps --

Song Gianh Drainage Area and

25X6

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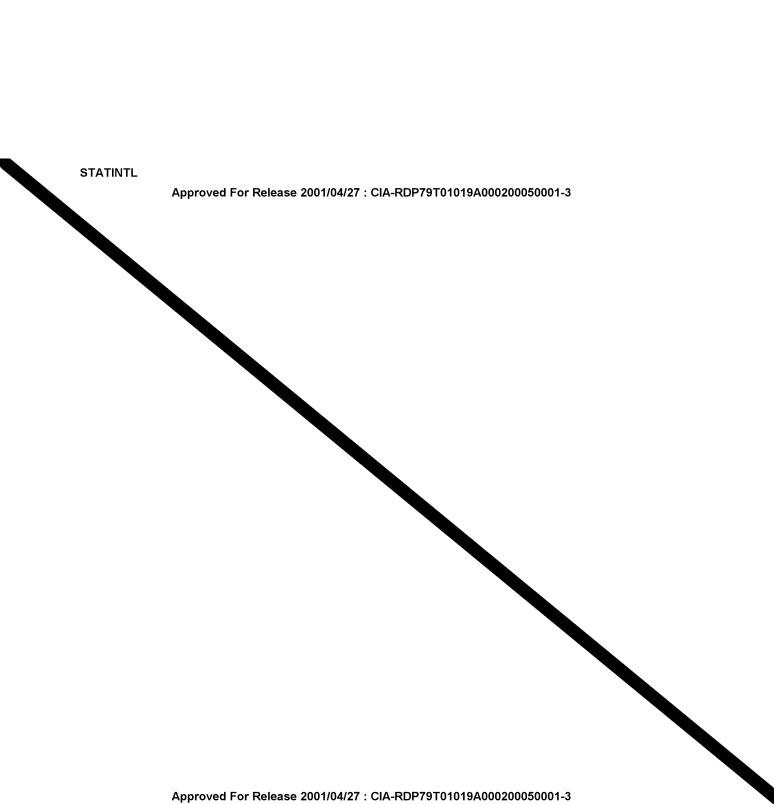


LEGEND

- 1. Quang Khe
- 2. Badon

- 3. Tien Lang
 4. Hung Bo
 5. Tam Dong Phuong
 6. Xom Thanh

- 7. Phuong Chay
- 8. Route 12 9. Khe Net
- 10. Fixed-span railroad bridge 11. Cong Ha railroad bridge



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			Song Troc
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